









## LORD KIMBERLEY ON FOREIGN AFFAIRS.

Lord Kimberley, on January 25th, delivered his annual address as president to the members of the Weymouth Liberal Association. He expressed his great regret at Sir William Harcourt's resignation of the Liberal leadership in the House of Commons and the further loss of Mr. Morley, but declined to deal with questions of a personal kind. In reference to the definitions of "Jingoism" and "Little Englandism," he said the discussion was a very barren and unprofitable one. He supposed there was no one who was opposed to the extension of the Empire under any conceivable circumstances. No one considered Mr. Gladstone anxious to saddle the nation with avoidable responsibilities, but in the course of his career he added not a few territories to our dominions. It was a mistake to suppose that we could always preserve the peace by maintaining a very humble and forbearing attitude. Lord Palmerston, who did not refrain from both strong language and strong acts, preserved the nation from war, while Lord Aberdeen, who was essentially a man of peace, involved us in the Crimean War. In this connection Lord Kimberley referred to the Fashoda crisis. He deprecated any thing like boasting of the outcome, and expressed a hope that Lord Salisbury would have better fortune than he had in trying to settle the outstanding difficulties with France.

**THE CAIR'S PRONOUNCEMENT.**  
His lordship continued:—What I could hope for is that the memorable pronouncement by the Cair of Russia might have weight and far-reaching consequences. No one can but feel the highest admiration for a proposal of the kind, coming, as it does, from a Sovereign holding the position he does, and I can but feel and I cannot conceal the feeling that, looking all round, the practical results do not seem to be very hopeful. But I would not deprecate every effort being made by the Governments of Europe to bring that proposal to some practical result which may relieve the people from the terrible burden of military armaments, and prevent disastrous wars and the financial collapse which may one day happen. (Cheers.)

The other question which occupied us very much during the summer and autumn was the question of China. I do not think that even now there is a feeling of satisfaction with the Government as regards the management of affairs in China. There is a feeling that we are not quite sure what the policy of the Government really is. There are two old clichés, "open door" and "the sphere of influence," and we never know on which horse the Government is prepared to ride. It would be far more satisfactory if we knew more clearly what that policy is. What our interests are I have no doubt whatever. We have a great trade with China, and our interest is to maintain that trade. Our interest is not to assume responsibilities of a territorial character in China, and as far as possible to live on good terms and peacefully with other nations engaged in China, and to come to a good understanding with them. Above all, it is highly desirable that we should have a good understanding with Russia. (Hear, hear.) I was very much pleased, and perhaps a little surprised, when I found Mr. Chamberlain the other day expressing that sentiment. He made what is now considered a famous speech about a certain "long spoon," which perhaps was not very complimentary to Russia. But he has now changed his mind. He says, "I believe an agreement with Russia is desirable and I believe it is necessary unless very serious complications are to be encountered."—that is, with regard to China. That is a sentiment with which I entirely agree, but it is in the interests of this country, and perhaps it will not be impertinent for me to say in the interests of Mr. Chamberlain, that he should be rather more cautious in his utterances. I must express the hope that we shall have something more authoritative than speeches by Mr. Chamberlain, and that he will explain what is the policy of the Government with regard to China and to what limits they are prepared to go. We shall also hear, I hope, what agreement has been concluded with Germany. I should welcome that with the greatest pleasure, for I do not know a single nation with which we should have more cordial relations than with Germany for there is nowhere in the world where our interests ought to come into contact. If Lord Salisbury has concluded an agreement with Germany, and if it relates to some question with reference to Africa, which has given us some trouble, a great advantage will have been gained for the peace of the world and for our interests in those parts of it. I have read the statements of Mr. Chamberlain, which are very interesting and very able, but they have not been very frequent. I have alluded to one case where Mr. Chamberlain does not appear to be in the same mind this year as he was in the middle of last year.

**THE QUESTION OF ALLIANCES.**  
Last year during the session of Parliament we were startled, almost terrified, by Mr. Chamberlain's statement that it was necessary for this country to seek for alliances. We thought that such an announcement as that could not be made without the authority of the Cabinet. We thought there was to be a change in the policy of the Government. We had heard it taught that blind, entangling alliances were not desirable, and I took occasion to mention the subject in the House of Lords. But Lord Salisbury was very wary, indeed. He said he had not read Mr. Chamberlain's speech—(laughter)—and would not give me any information except what I derived from his speech—namely, that he never authorized a speech of that kind. (Laughter.) Mr. Chamberlain has now quite changed his mind. I have ventured to point out that alliances of anything like a permanent nature are undesirable, but alliances for particular purposes are very desirable and are often made. But now Mr. Chamberlain gives us quite another account of the matter. He told us the other day at Wakefield that this country might be satisfied with I think he termed it "splendid isolation"—(laughter)—and that alliance, if they were to be concluded, must be alliances for particular purposes, and not of any general character such as some persons had ascribed to him. I am much pleased to see that he has come back to that state of mind—namely, that it is not desirable to entangle ourselves with permanent alliances with foreign nations, but that it is desirable to make agreements from time to time for special purposes. I was taken to task by a distinguished correspondent of one of the London newspapers, in which he said that he had thrown cold water on a good understanding between this country and the United States. But what I said was this—I rejoiced as much as any one could at the prospect of a better understanding with the United States, but I thought the Americans would have changed their policy if they thought that they were going to make any permanent alliance with us, and that such permanent alliance would be made I did not believe. Mr. Chamberlain has come round to that opinion also now. About that "splendid isolation," I do not think it is wise, I know it is not necessary, to boast of our isolation, or to say we are so powerful and great that we do not want the help of anybody and that we can stand by ourselves. If you were to ask me whether I have faith enough in the spirit and power of

this Empire to believe that we could hold our own against any combination of nations, I should say "Yes"; but, at the same time, to boast of it seems to me to be entirely wrong. It will not be a desirable thing for this country to be isolated, in case of a combination against us, and while isolation in the sense that we do not entangle ourselves in a permanent alliance on the Continent which may lead us into Continental wars is desirable, on the other hand, can anybody for a moment believe that if we were engaged in some great conflict we should not be only too glad to receive the aid and assistance of any great nation that might be disposed to help us? (Cheers.) I may have said too much about Mr. Chamberlain, but he is a man for whom I have great respect and admiration because of his ability. I always read his speeches with great attention, and one remark I always make to myself is this, "I should certainly be sorry to be responsible for foreign affairs with Mr. Chamberlain as a colleague." (Laughter.)—*Rangoon Times.*

## FRENCH INTRIGUES AT MUSCAT.

**A COALING STATION PROMISED.**  
**BREACH OF THE ANGLO-FRENCH AGREEMENT.**  
**A NEW RUSSIAN CONSUL.**  
(From a Correspondent.)  
(Times of India.)

Muscat, February 24th.  
For some weeks rumours have been rife in the town that his Highness the Sultan was on very strained terms with the British Government. These rumours all point to one fact, namely, that the Sultan, acting against the wishes of his responsible advisers, has promised to grant the French a coaling station at some point on this coast. As far as I can gather, this determination is in direct violation of the terms under which the Sultan holds his present rank, and, if persisted in, will inevitably bring him into conflict with the British Government. It may not be generally known that a joint agreement between the French and British Governments, whereby each binds itself not to annex the country or any part of it, so that the action of the French officials in attempting to obtain, actually obtaining, the Sultan's consent to the grant of the lease of a coaling station, is an underhand piece of business, which is on a par with their recent policy in other parts of the world. Whether the British Government will permit this cession to take place is very doubtful. It must be borne in mind that for many years we have paid the Sultan a monthly subsidy of about Rs. 7,000, and until quite recently the various Sultans have always been the firm and loyal friends of the British Government. It was not until a few years ago that France was represented by a consul at Muscat in this place, and as far as her mercantile interests are concerned she could very well do without an agent now. France's interests here are not, however, mercantile, but almost entirely political, for with the exception of a few native craft, and an occasional French man-of-war, her flag is seldom or never seen at Muscat.

She is not the only power eager to establish her influence in these quarters, as it is now known that the Russians are also sending a consul here. Although Russian trade in Muscat is not being prepared for the reception of a Russian Consul, and it is worthy of note that the Sultan is so complaisant that he is actually lending a house for that purpose, presumably free of cost—following the precedent which he established some time ago in the case of the representative of France.

Affairs are in an unsettled state in the town and its vicinity, and several large robberies have recently been committed. H.M.S. ship *Sphinx* and *Redoubt* are in port, the latter vessel having recently arrived from Bombay. Rain has fallen in intervals now for the last few days, but not nearly as much as is usual at this time of year. The *Apollon*, a large steamship belonging to F. C. Strick, of London, arrived here on her maiden voyage yesterday, but left almost immediately for Bushehr.

## THE FRENCH AT MUSCAT.

**SITE OF THE COALING STATION.**  
(Feb. 11th.)  
We learn from another source that the coaling station which the Sultan of Muscat has ceded to France is believed to be the harbour of Bandar Issa or Bandar Jassah, five miles from Muscat. It is a land-locked harbour, about the same size as the Muscat anchorage. It has an island across its entrance, and is said to be capable of being strongly fortified.

(February 12th.)  
**FRENCH INTRIGUES AT MUSCAT.**  
The news which we print in another column of an attempt on the part of France to obtain a coaling station on the coast of Oman, constitutes an announcement of serious international importance. From time to time we have called attention to the singular activity of the agents of France in the Persian Gulf, and to various points in the Persian Gulf. Where this activity has been manifested by Consular representatives it has more than once been exerted in a manner inimical to the interests of Great Britain. This has been notably the case at Muscat, where the growing intention of the Sultan to representations offered to him on behalf of the British Government is unmistakably traceable to foreign influence. Another phase of the fresh interest of other Powers in the Persian Gulf has been the occasional appearance of mysterious agents, who came no man knew whence, and sometimes vanished with equal mystery. These were generally "merchants," though they travelled unaccompanied by samples. They flitted from harbour to harbour, sometimes as dock passengers on steamers, but more often as travellers on coasting craft. Now and then they journeyed in the apparently harmless guise of plague doctors. The movements of these stormy petrels are difficult to chronicle, but the fruits of their wanderings are becoming apparent. There can be no doubt that France and Russia are both engaged in watching the progress of events in the Persian Gulf with a close attention which is not entirely disinterested. France has at length found the opportunity she sought in the weakness of the pliant ruler of Muscat. That credulous potentate has of late shown a disposition to disregard the repeated warnings addressed to him by Great Britain. In harbouring and attaching to his entourage a refugee from Indian justice—an act to which we called attention some time ago—he gave a proof of his inability to recognise the duty he owes the Government which pays him a handsome subsidy. Further examples of his unfitness have since been afforded, and he seems now to have allowed himself to crown a series of recalcitrant acts by promising to lease a coaling station to France. Such a concession, it is scarcely necessary to point out, cannot be tolerated by Great Britain. Lord Curzon wrote some years ago—"Oman may be justifiably regarded as a British dependency. We subsidize its ruler; we dictate its policy; we should tolerate no alien interference." The extent to which we dictate the policy of Oman is more an open question now than it was some time ago, when we were written "but the dictation continued in the closing sentence has lost none of its force. There is no need at this moment to point out the grave contingencies which would ensue if

a French naval station were established at the entrance of the Persian Gulf. The one fact which concerns us is that such an event would be a direct blow to British supremacy in the Gulf, and a constant menace to the peace of the Indian seas. France has little trade in this region, and her one solitary achievement in these waters during recent years has been the placing of such obstacles in the way of the suppression of the slave trade that it is once more in a fair way to become flourishing. It is a significant feature of the existing development of the situation that French intrigues have been carried on in association with Russia. The appointment of a Russian Consul at Muscat, where there is not a rupee's worth of Russian trade, is a significant incident which must not be overlooked. But it is believed that the aims of Russia have more especial reference to the Persian side of the Gulf, and that she is once again looking to Bandar Abbas as the spot where she is most likely to realise her dream of sunshine and a sea-beach in the tropics. No doubt the statements we have made will have a run the gauntlet of the usual official denials. If the publicity which has been afforded has the result of putting an end, for the time being, to an international movement directly calculated to disturb the peace of the world, a useful purpose will have been served. That an attempt to secure a foothold in the Persian Gulf has been, and is being, made by France, we definitely and distinctly affirm. But a repudiation by the Paris Government of the intrigues of its representatives would afford a temporary solution of a difficulty at present fraught with trouble. At the same time, the increasing tendency of France and Russia to intrude in the Persian Gulf forms a symptom of international politics not likely to disappear.

## THE MURDER OF MR. FLEMING.

**AN UNHAPPY MANHUNT FOR A BRITISH CONSUL.**  
CHUNGKING, 14th February.  
Our Consul Mr. Litton met Mr. Archibald Colquhoun of Hongkong four days south of this, when returning from seeing Governor of Kweichow, at Kueichang Pu, regarding the murder of Mr. Fleming. Mr. Litton has succeeded in transacting a very difficult piece of business, considering the deadly nature of the official with whom he had to deal.

The very Governor of the province had the courtesy to make use of the knives and forks of the murdered man in entertaining her British Majesty's representative during the negotiations.

As to the settlement effected, the two principal murderers were beheaded before Mr. Litton left Kueichang. Seven officials, including two prefects and two district magistrates, have been suspended, and an indemnity of Tls. 22,000 paid. A warrant is also issued for the apprehension of the headman of the village near which Mr. Fleming was murdered, who is perhaps the most guilty of all concerned, having been at the head of the mob which searched Mr. Fleming's house for the deed was committed. This headman has, however, absconded, leaving his estates, which are considerable in extent and value, to be confiscated, and a reward of Tls. 500 is offered for his apprehension. Mr. Litton, who arrived here on the 8th inst., reports the province of Kueichow quite peaceful.—*China Mail.*

## SINGAPORE AND THE SOUTH.

(From Straits Papers.)  
The Straits Government is understood to have applied to the services of four more accountants than the present staff.

A GRIEVANCE FINDER.  
The picked corps of Europeans said to have been transferred to a cargo of salt, recently taken to Rangoon by steamer.

A MALE SAILOR MEDAL.  
The British South Indian Company have recently distributed medals to the officers and men who took part in the operations against Mal Sallah.

SINGAPORE'S HEALTH.  
The mortality returns for Singapore for the week ended February 13th show 130 deaths—ratio per mille of 33.48. Three deaths from small-pox are recorded.

SUNDAY OBSERVANCE.  
In the Siamese Government Offices Sunday is being substituted as the weekly holiday instead of Vain Phra. The hours are also fixed from 10 to 4 daily, except Saturdays, when it is from 10 to 2 p.m.

SIAM TOBACCO.  
Tobacco grown in the north of Siam has been sent to the Director of the Botanic Gardens, Saigon, who has returned a packet of cigarettes made from the tobacco, which are said to be remarkably fine—and able to be sold at a very low price.

THE MOTOR CAR.  
The owner of the motor-car which has attracted considerable attention lately in Singapore has it is said been summoned under the regulations framed under the Locomotives Ordinance 1871 for running a car without license, an offence for which he is liable to a penalty of \$500.

SINGAPORE RACES.  
The subscription getting to run at the Spring Race meeting from Australia were due in Singapore on or about March 1st. The subscription list was out when the last mail left, and members were invited to put down their names, the price being, as usual, \$250, which entitles each griffin to run in three races.

NURSING REFORM-DOWN.  
The *Malay Mail* reports that a trained nurse from Singapore had to be sent for to attend upon Mrs. Jowett, who is very ill at Kuala Lumpur. The Nursing Association there has broken down just at the time a nurse is most wanted, and when there is no Government nurse at the Hospital.

DEATH OF TUNKU OMAR.  
The Controller of Melak reports as follows:—"Lieutenant Verburgh arranged an ambulance for Tunku Omar by hiding himself and a troop of Dutch forces at Kedang Kala, and Omar fell into the trap and was killed. The chief's remains were removed to Passir Mahog where his mother's grave is. All his weapons were found on the battlefield."

A NARROW SHAVE.  
The dangers of urchins riding behind gharries was demonstrated with very nearly fatal effect the other evening. As a gharry, with a Malay small boy taking a free ride behind, was passing the Singapore Town Hall about 6 p.m., the little fellow jumped off, without noticing that another gharry was close behind. He ran clean into the track of the following pony and was knocked down and run over without the sympathy having the least chance to pull up in time. A European gentleman who was in the second gharry at once alighted, picked up the little chap who had lain quite unconscious on the road for a few moments after the accident, and promptly took him off to hospital. There it was found that he was little worse, having been lucky indeed in escaping severe internal injury. He was then driven safe home, to Teluk Ayer to the great relief of the parents. To those who saw the accident the escape was little short of a miracle.

## NOTANDA.

## CALENDAR.

**MARCH.**  
Meteorological means based on ten years' observations to 1897.  
Barometer ..... 30.059  
Thermometer ..... 62.0  
Humidity ..... 85.0  
Rainfall ..... 4.08

## TO-DAY.

**WEATHER REPORT.**  
On date at 10 a.m. On date at 4 p.m.  
Barometer ..... 30.24 30.14  
Thermometer ..... 62 62  
Humidity ..... 67 69  
Rainfall ..... — —

## TO-DAY.

Friday, 3rd March, 1899.  
Chinese—22nd of 1st moon of 25th year of K'uang-shi.  
Sun—Rises ..... 6hr. 13min.  
Sets ..... 5hr. 47min.  
High water—Morning ..... 11hr. 59min.  
Afternoon ..... none  
Low water—Morning ..... 5hr. 30min.  
Afternoon ..... 5hr. 5min.  
ANNIVERSARIES.

1841—Liptak (Howqua's Folly) taken by the British.  
1861—Emancipation of the serfs by Czar Alexander of Russia.  
1877—Great fire at Fenchow.  
1890—Loss of the s.s. *Yokichi Maru*, near Hakodate, Japan.  
1894—Mr. Gladstone resigned the Premiership.  
1896—Outbreak of cattle plague in Hongkong.

## TO-MORROW.

Saturday, 4th March, 1899.  
Chinese—23rd of 1st moon of 25th year of K'uang-shi.  
Sun—Rises ..... 6hr. 14min.  
Sets ..... 5hr. 46min.  
High water—Morning ..... 1hr. 4min.  
Afternoon ..... 1hr. 5min.  
Low water—Morning ..... 5hr. 35min.  
Afternoon ..... 5hr. 5min.  
ANNIVERSARIES.

1193—Emperor Saladin died.  
1850—Chiu Apou's fleet of 13 pirate junks destroyed by H.M.S. *Medea* in Mifs Bay.

1875—Work of the *Pride of the Thames* near Nagasaki.  
1880—An Anglo-Chinese Debating Society started in Hongkong.  
1889—Emperor Kwang-su assumed the government of China.

## SHIPPING AND MAIL NEWS.

**MAILS DUE.**  
Indian (*Kutong*) to-morrow.  
English (*Chusan*) to-morrow.  
German (*Huyner*) 7th inst.  
American (*City of Rio de Janeiro*) 8th inst.  
American (*Coptic*) 11th inst.  
Canadian (*Empress of China*) 20th inst.  
American (*America Maru*) 21st inst.

**THE NIPPON Yusen Kaisha's steamer *Sado Maru* (Europe Line) left Singapore for this port on the 1st, and is expected to arrive here on the 7th instant.**

**THE O. & O. S. S. Co.'s steamer *Coptic* with mails, etc., from San Francisco to the 11th ult. via Honolulu, has arrived at Yokohama, and left for this port via Inland Sea, Kobe, Nagasaki and Shanghai, this morning, the 3rd inst.**

**HONGKONG AND WHAMPOA DOCK RETURNS.**  
*H.G.M.S. Kater*... at Kowloon Dock.  
*Athenian*... " " "  
*Tala de Cuba*... " " "  
*Tala de Luzon*... " " "  
*Ulu*... " " "  
*H.G.M.S. P. Wilhelm*... " " "  
*Troy*... " " "  
*H.G.M.S. Moeve*... " " "  
*Chusan*... " " "  
*H.M.S. Waver*... " " "  
*D. Juan d'Austria*... " " "  
*Phra Chon Khro*... " " "  
*Phra Chon Khro*... " " "

**PASSED THE CANAL.**  
Outward—Feb. 2nd *Anapa*; Feb. 7th *Harberly*; Feb. 10th *Glasfarg*; *Naraburg*; Feb. 14th *Pyrrhus*; *Elphinstone*; *Tintin*; Feb. 17th *Yarra*; Feb. 21st *Bahelsberg*; Feb. 24th *Ernst Simons*; *Myrmidon*; Feb. 28th *Candia*; *Hyson*; *Sepedon*.

Homeward—Feb. 28th *Diamond*.

**Auction.**  
To be Sold by PUBLIC AUCTION at ROBE on the 4th March.

**THE P. & O. S. N. Co's S.S.**  
"BRINDISI"  
as she now lies in Nagasaki Harbour. Built in 1889 by Wm. Duxford & Sons at Sunderland. Length 360 feet, Breadth 40 feet, Depth 31 feet. Gross tonnage 3,688 tons. Effective Power of Engines 2,800. Capacity of holds 4,550 tons of 40 cubic feet. The Engines are in excellent preservation and the vessel, with some repairs, could be put in thorough sea-going condition, or she could be converted into an Admirable Hulk or Receiving Ship.

Private offers for the purchase of the vessel will be entertained in the meantime. For Further Particulars, apply to H. A. KITCHIE, Superintendent.

Hongkong, 28th February, 1899. [21a]

**Intimations.**  
**LEVY HERMANOS.**  
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.  
Sole Agents in the East for the amalgamated CLEMENT, HUMMER and GLADIATOR CO. LD., DUNLOP TYRES' BICYCLES—PRICE, \$100. A special reliable Watch made for this Climate. Quality A ..... \$16  
Quality B ..... \$12  
10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

**THE LEADING CATERERS.**  
COMPARE OUR M. E. M. U. BILLIARD TABLES and LIQUORS to all others. THE GRILL ROOM. Hongkong, 1st September, 1897. [19]

## Intimations.

## LECTURE.

**COLONEL ELSDALE, R.E.** has kindly consented to deliver an Address, on "OUR NATIONAL WEAK POINTS," in the St. Andrew's Hall, on MONDAY, the 6th of March, at 5.15 P.M. The MEETING will be open to the Public, and Ladies are invited. H.E. Major General GASCOIGNE, C.M.G., will take the Chair.

**HENRY E. POLLOCK,** Hon. Secretary.  
HONGKONG ODD VOLUMES SOCIETY.  
Hongkong, 2nd March, 1899. [298a]

## THE TRADE MARKS ORDINANCE 1898.

**APPLICATION FOR REGISTRATION OF TRADE MARK.**

NOTICE is hereby given that DODWELL & Co., LIMITED, carrying on business at Victoria in the Colony of Hongkong and elsewhere as Merchants have, on the 15th day of November, 1898, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:—The invented words "SERENE SKY" over two devices placed side by side. In the two devices are respectively written the four Chinese characters "TIEN CHEONG FOREIGN HONG" which words translated into English mean "DODWELL & Co., LIMITED." Under these two devices is depicted the sun surrounded by clouds. On each side of the sun are depicted two Chinese Musical Instruments with the words "TSZE LIO CHEONG TIN SHEUNG MAK" which words being translated mean "we have made the 'SERENE SKY' TRADE MARK" on one Musical Instrument and with the words "CHING SON FA KI KIN MAK" which words being translated mean "And selected the best kind of AMERICAN FLOUR" on the other Musical Instrument. Underneath the above the firm name of DODWELL & Co., LIMITED.

In the name of DODWELL & Co., LIMITED who CLAIM to be the sole proprietors thereof, The TRADE MARK has been used by the applicants since the month of April, 1898 in respect of the following goods:

Flour in Class 42.  
A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the OFFICE of the Undersigned.

Dated the 3rd day of December, 1898.  
JOHNSON, STOKES & MASTER, 12, Queen's Road Central, Hongkong.

**Solicitors for the Applicants.**

## THE TRADE MARKS ORDINANCE 1898.

**APPLICATION FOR REGISTRATION OF TRADE MARK.**

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The distinctive device of three round globes in which are respectively written the three Chinese Characters "SHEUNG MO" which characters being interpreted into English mean "DOUBT CAT MARK." Underneath the three round globes the English words "THE CATS" are inserted and underneath these words are a large cat and a small cat playing with a ball.

In the name of DODWELL & Co., LIMITED who CLAIM to be the sole proprietors thereof, The TRADE MARK is intended to be used by the applicants forthwith in respect of the following goods:

Class 42.  
A Facsimile of the TRADE MARK can be seen at the office of the Colonial Secretary of Hongkong and also at the OFFICE of the Undersigned.

Dated the 3rd of December, 1898.  
JOHNSON, STOKES & MASTER, 12, Queen's Road Central, Hongkong.

**Solicitors for the Applicants.**

**BANQUE DE L'INDO-CHINE.**  
THE OFFICES of this BANK have been REMOVED. This Day to the New Building, on Connaught Road, Praya Reclamation.

J. G. F. AUGUSTIN, Manager.  
Hongkong, 25th February, 1899. [267a]

**CARBOLINEUM-AVENARIUS**  
USED FOR OVER 20 YEARS.  
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & Co. Hongkong, 11th September, 1896. [19]

**WORTH A GUINEA A BOX.**

**BEECHAM'S PILLS**

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES.

30 Cents per Box.  
Prepared only by the Proprietor:—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [38]

**Shipping.**  
**STEAMERS.**

**MOGUL-WARRACK-MILBURN LINE.**  
FOR NEW YORK VIA SUEZ CANAL. THE Steamship.

"ARGYLL" will be despatched as above on or about the 11th instant.

S.S. "MACDUFF" About 31st Mar. 1899.  
S.S. "CHAZEE" 15th April, 1899.  
For Freight or Passage, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 2nd March, 1899. [26a]

## Shipping.

## STEAMERS.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
STEAM FOR SINGAPORE, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to BLACK SEA, LEVANT and ADRYATIC PORTS.)  
THE Company's Steamship.

"ASTRIA."  
Captain Raskevich, will be despatched as above TO-MORROW, the 4th instant, A.M. For information as to Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 3rd March, 1899. [281a]

**OCEAN STEAMSHIP COMPANY.**  
FOR LONDON VIA SUEZ CANAL. THE Company's Steamship.

"ANTENOR."  
Captain Jackson, will be despatched as above TO-MORROW, the 4th instant, at Noon. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd March, 1899. [277a]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship.

HAILOONG.  
Captain Robson, will be despatched for the above Ports, on SUNDAY, the 5th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS, LAURIE & Co., General Managers.  
Hongkong, 2nd March, 1899. [297a]

**THE Steamship.**  
FOR SINGAPORE, PENANG AND CALCUTTA.

"LIGHTNING."  
Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 7th March, at Noon.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.  
Hongkong, 28th February, 1899. [286a]

**"GLEN" LINE OF STEAM PACKET.**  
FOR LONDON, VIA SUEZ CANAL. THE Steamship.

"GLENESK."  
Captain Danks, R.N.R., will be despatched as above on TUESDAY, the 7th March, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 27th February, 1899. [294a]

**"GLEN" LINE OF STEAM PACKET.**  
FOR LONDON, VIA SUEZ CANAL. THE Steamship.

"GLENHARRY."  
Captain Gedge, will be despatched as above on or about the 10th March.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, 11th February, 1899. [295a]

**NORDEUTSCHER LLOYD.**  
NOTICE.



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
HITACHI MARU	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TO-MORROW, 4th March, at Noon.
WAKANA MARU	MARSEILLES, LONDON, ANTWERP & BREMEN, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	TUESDAY, 14th March, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 3rd March, 1899.

**SOCIÉTÉ ANONYME DE TRAVAUX DYLE ET BACALAN**

Capital: £ 300,000

Head Office: 13, Avenue Maignon, Paris

WORKS IN EUROPE: at Bordeaux (BACALAN), at Louvain (DYLE), at Lyons (DYLE).

Buildings and ironwork, plant and machinery, stock, bridges, railways, permanent and portable (iron and steel) bridges, iron and steel structures, steam launchers and steel pipes, boilers and steam engines, bridges, etc.

**CONTRACTORS**

PARIS 1889

M. Oppenheimer & Co., Paris.

## TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system assimilate the right nourishment. This enriches the blood, assists in making healthy flesh, restores body heat and vigorous action of the vital organs, and prevents the germs from taking root in the lungs.

## Scott's Emulsion

is the most successful means for building up a weakened system. It is easily assimilated, and often cures advanced stages of this dreadful disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS &amp; KONG.

## THE NEW FRENCH REMEDY. THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, colitis, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON &amp; Co., Limited, Hongkong, China and Manila.

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

**JEYES FLUID**

THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1899.

**KUHN & KOMOR,**

JAPANESE FINE ART CURIOS.

71 & 73, QUEEN'S ROAD, HONGKONG.

35, WATER STREET, YOKOHAMA.

36, DIVISION STREET, KORE.

Hongkong, 15th March, 1899.

**CHS. J. GAUPP & CO.,**

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND INSTRUMENTS.

Sole Agents for Louis' Audemars' Watches awarded the highest Prizes at every Exhibition; and for Vögelander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

Nos. 34 & 36, Queen's Road Central.

**SERRAVALLO'S FERRUGINOUS QUININE.**

THE GREAT AUSTRIAN TONIC.

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

ENQUIRER TASTE.

Sole Agents for Hongkong: A. S. WATSON &amp; Co., Hongkong, 1st September, 1896.

**F. CAZANOVE,**

BO-D-AUX.

GOLD MEDALS

Bordeaux, 1882. Paris, 1889.

**LIQUOR OF THE REVEREND FATHER A. KERMANN.**

This ELIXIR is composed with numerous LIQUORS and FINEST WINE of the STOMACH and FACILITATES THE DIGESTION.

**TONIC WINE**

Of the Dr. Father A. KERMANN.

EX-LIQUOR OF Dr. GÖLZ.

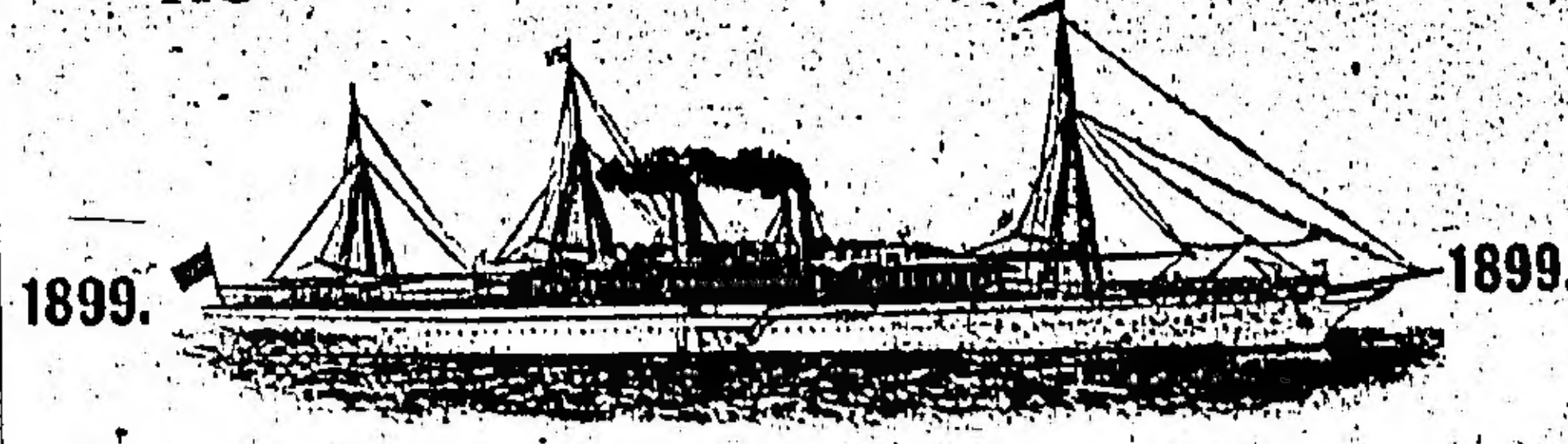
CREME DE MANDARINE.

AVELINE ANISETTE SUPERFINE.

Apply to LAENDLER & Co., Paris.

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA, AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th April, 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 1, 3, 6 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 15th February, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU	via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Sunday, 5th March, at Noon.
AMERICA MARU	via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Thursday, 30th March, at Noon.
HONGKONG MARU	via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Tuesday, 25th April, at Noon.

## THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, ON SUNDAY, the 5th March, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 3rd March, 1899.

## CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, and the UNITED STATES.

THE C.P.R. Company's Steamship

"TARTAR," 4,425 tons gross register, will be despatched on or about MONDAY, the 6th March, for VICTORIA and VANCOUVER, via MOJIB, KOBE AND YOKOHAMA.

The vessel has excellent accommodation for Saloon passengers. Through tickets issued to all points.

Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to

D. E. BROWN, General Agent.

Hongkong, 27th February, 1899.

## Mails.

## NORTH GERMAN LLOYD HAMBURG-AMERICA LINE.

(Freight Service.) (East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SILESIA	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 15th March
SUEVIA	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 22nd March
WITTENBERG	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 30th March
Madsen	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 6th April
NURNBERG	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 13th April
V. Binzer	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 20th April

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

Hongkong, 11th February, 1899.

## U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro	via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Tuesday, 14th March, at Noon.
City of Peking	via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Saturday, 8th April, at Noon.
China	via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Tuesday, 21st March, at Noon.
Gauche	via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Saturday, 11th April, at Noon.
Urie	via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Thursday, 17th May, at Noon.

## THE U.S. Mail Steamship

"CITY RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, & HONOLULU, on TUESDAY, the 14th March, at Noon, taking

Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 21st February, 1899.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and Honolulu, the United States, Mexico, Central and South America, &c.

Belgian King... Wednesday 15th March

Carthage... Wednesday 15th March

Carthage... Wednesday 15th March

Carthage... Wednesday 15th March

Carthage... Wednesday 15th March

Carthage... Wednesday 15th March

Carthage... Wednesday 15th March

Carthage... Wednesday 15th March

Carthage... Wednesday 15th March